

25X1A

INFORMATIVE SECRET PORT

Jul 227

COUNTRY USSR (Caucasus)

CONFIDENTIAL

DATE DISTR. 8 November 1948 25X1A

SUBJECT 1. Road from Sukhumi to Kuban
 2. Steamships Krim and Molotov
 3. Railroads and Roads in the Grozni Area

NO. OF PAGES 2

PLACE ACQUIRED [REDACTED] 25X1A

NO. OF ENCLS. (LISTED BELOW)

DATE OF

SUPPLEMENT TO REPORT NO. [REDACTED]

25X1A

25X1A

25X1A

Roads in the Caucasus**EVALUATE**

1. [REDACTED] with the Russians who were working on the construction of a so-called military road which was to connect Sukhumi with Kuban through the Caucasus Mountains.
2. These workmen reported that the road would follow the line Sukhumi-Azara (which is 70 kilometers northeast of Sukhumi)--Mikoyan--Vakha (sic; Mikoyan Shakh, 43°48'N, 41°55'E ?).
3. The workmen said that the road by that time had been so constructed that it could be used by vehicles, but that in the winter many parts of it would be closed in the mountains because of the heavy snowfall.

Steamships

4. Communication between Sukhumi and Odessa is made regularly by two steamships, the "Krim" and the "Molotov". The run is made every five days, and the ships make it alternatively. The itinerary is Odessa-Sevastopol-Yalta-Novorossiisk-Sochi-Sukhumi-Batum.
5. [REDACTED] Sukhumi to Odessa on the "Molotov". The trip took 60 hours. The ship sailed only during the day, for night sailing was forbidden.

25X1X

Grozni-Astrakhan Railroad Line

6. The Grozni-Astrakhan railroad line was built during the war (1941-1945). It is the only line in the vicinity with the usual Russian gauge.

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1973 from the Director of Central Intelligence to the Archivist of the United States.

CLASSIFICATION SECRET/CONTROL-US OFFICIALS ONLY

STATE	<input checked="" type="checkbox"/>	NAVY	<input checked="" type="checkbox"/>	NSRB	<input checked="" type="checkbox"/>	DISTRIBUTION		Next Review Date: 2008
ARMY	<input checked="" type="checkbox"/>	AIR	<input checked="" type="checkbox"/>					

Document No. [REDACTED]
 NO CHANGE in Class. ☐

DECLASSIFIED
 Class. CHANGED TO: TS

DDA REG. 77/1763

Auth: DDA REG. 77/1763

Date: 2008/02/22

WARNING NOTICE: THIS DISTRIBUTION LISTING MUST BE

SECRET

EXCISED BEFORE PUBLIC RELEASE OF THIS DOCUMENT

25X1A

SECRET/CONTROL-~~SECRET~~ OFFICIALS ONLY
CENTRAL INTELLIGENCE AGENCY

- 2 -

7. Each day one passenger train runs from Grozni and one from Astrakhan. There are several freight trains each way every day. The passenger train leaves at 1230 hours and reaches Astrakhan at 1300 hours on the following day.

8. [REDACTED] He went via Astrakhan and Stalingrad. He returned by the same route because it was easier to obtain a ticket that way than through Rostov.

9. On the return trip from Moscow at the beginning of July 1947, when the train passed over the Astrakhan-Grozni line, the passengers were forbidden to get out at the stations between 100 kilometers and 175 kilometers from Astrakhan. These stations did not receive passengers, and it was rumored that in that region there was an epidemic. Source believes, however, that there are war factories of great military importance in that region. It was reported that construction of them had begun before the war.

10. At a distance of 9-10 kilometers northwest of Gudermes there is an iron bridge on the railroad line over the River Sunzha. It is 60-80 meters long and about 10 meters wide. The bridge is strongly guarded by Russian troops.

11. The width of the River Sunzha varies between 10 and 25 meters. Within the city of Grozni the width of the river is 15-20 meters. West of the city the width is 10-15 meters, and east of the city it is 20-25 meters.

Grozni-Urus Martan (43°08'N, 45°31'E) Railroad Line

12. During 1947, preparations were made to construct a railroad line between Grozni and the town of Urus Martan. By the time source left in September 1947, the ground had been leveled for the roadbed between the two cities.

13. The purpose of the railroad is to transport the timber from the forest located six to ten kilometers south of Urus Martan.

Grozni-Dzandzenikau (ex-Ordzhonikidze) Road

14. Until the war, the road between Grozni and Dzandzenikau was a dirt road, three to four meters in width. During the war, it was widened to form a six-lane (sic) automobile road. It was paved with gravel and sand and covered with a topping of some binding substance.

15. After the war, workers began to pave this road with asphalt. Source says that by September 1947 the asphalt paving of this road extended from Grozni to a distance of 10-13 kilometers, and from the city of Dzandzenikau to a distance of 15-20 kilometers.

Grozni-Urus Martan Road

16. This is a gravel road surfaced with gravel and sand. It is five to six meters wide but is only 15 kilometers long to the point where it joins the Grozni-Dzandzenikau road about 15 kilometers west of Grozni.

Grozni-Itum Kale Road

17. The road between Grozni and Itum Kale is surfaced with gravel and is 70-80 kilometers long. Its width is five to six meters. The road is cut parallel to the left bank of the River Argun.

18. In the summer of 1947, it was rumored that a surveying crew had come from the town of Itum Kale and from parts of the Caucasus as far as the region of Tbilisi (Tiflis) to survey the ground and plan the route which would be followed by this gravel road to link with the city of Tbilisi.

Grozni-Mozdok Road

19. The gravel road between Grozni and Mozdok has a length of 80-90 kilometers and is five to six meters wide. This road passes through the oil well region six to eight kilometers south of the town of Mozdok.

SECRET

SECRET/CONTROL-US OFFICIALS ONLY

Approved For Release 2001/11/23 : CIA-RDP82-00457R002000210008-2

25X1A

Approved For Release 2001/11/23 : CIA-RDP82-00457R002000210008-2